

Flying

CAP FLIGHT MANAGEMENT

CAPR 60-1, 20 February 2008 is supplemented as follows:

1. Para 2-1 General

- h. (Add) A minimum aircrew of two (2) persons (pilot and observer/scanner) is required for all search or reconnaissance sorties.
- q. (Add) Except for a designated check pilot or CAP instructor pilot, the pilot in command will occupy the left seat of the aircraft. Glider operations are unaffected.
- r. (Add) Funded missions requiring flight at night (per FAR 1.1) must be approved by the Arizona Wing Director of Operations, Flight Operations Officer, Wing Commander, or Vice Commander prior to dispatch. The flight shall be crewed with at least two pilots. The PIC must be night current. The observer must hold a Private Pilot or higher certificate, but need not meet the medical and currency requirements to be PIC of the flight.
- s. (Add) Aircrews shall monitor the assigned channel on the CAP FM radio at all times while flying mission sorties. Aircraft conducting proficiency or other non-mission flying are encouraged to monitor the CAP radio at all times, and shall monitor the appropriate channel (repeater), for the route of flight, for the first five minutes of every hour. This requirement may be omitted while in the traffic pattern, or at any other time that the PIC determines that monitoring the CAP radio may compromise flight safety.

2. Para 2-2 Authorized Airfields

- a. (Add) Except for an actual emergency, unpaved runways and taxiways will not be used by any powered CAP corporate aircraft without prior permission from the Wing Commander.

3. Para 2-5. Geographical Limits for Flights of CAP Aircraft

- b. (Add) Arizona Wing pilots and aircraft are authorized to conduct flight operations of up to 100 nautical miles into the immediately adjacent states of California, Colorado, Nevada, Utah and New Mexico. Flights of greater distance or flights remaining overnight (RON) require prior written approval of the Wing Commander. A copy of the approval letter or e-mail will be placed in the pilot's file for a minimum of 3 months.

4. Para 2-6 Authorized Passengers

- b. (Add) All cadet orientation flights will be conducted in accordance with Attachment 1.

6. Para 2-7. Operations Monthly Activity Report.

- a. (Add) Completed AWF 780 signed by the unit commander, CAPF 99s signed by the Flight Release Officers (FROs) and the CAP AIF Flight Logs must be either faxed or scanned emailed using the method indicated on the AWF 780 to the AZ Wing DO by the 8th of the month

5. Para 2-8. Pilot Record.

I. (Add) A copy of the Arizona Wing Pilot Data Sheet (AWF 5D), submitted in conjunction with the annual CAPF 5, will be maintained as part of the pilot records.

7. Para 2-10. Aircraft Mishaps

a (Add) The Wing Standardization/Evaluations Officer or his/her designee shall administer the CAP flight check required by this paragraph.

8. Para 2-18. Operational Requirements and Restrictions

a (1) (Add) All Arizona Wing Corporate aircraft will be fueled to the following levels. Cessna 182 (all models) to 54 gallons total and Cessna U206 to 64 gallons total. Fuel levels will be determined by utilizing the Wing furnished plastic tubular dipstick, calibrated for the specific make and model. If during planning the PIC determines the need for additional fuel, it will be added just prior to the flight. At no time will a flight commence without sufficient fuel as dictated by Safety, Federal Aviation Regulations or CAP Regulations.

9. Para 3-2. Pilot Qualifications.

d (3) (Add) Have logged a minimum of 20 hours as a CAP Pilot.

d (6) (Add) Unit Commanders will determine the need for any new Instructor Pilot to serve within their unit. In turn, this need will be coordinated with their Group Commander and Group Stan/Eval Officer. Collectively, they will be responsible for selecting the best prospective Instructor Pilot candidate whom they deem to be current, qualified and willing to do the job. Once a candidate has been selected, it will be the responsibility of the Group Stan/Eval Officer to see the candidate is properly trained. Training and selection will be in accordance with Attachment 2.

e (5) (add) Have logged a minimum of 40 hours as a CAP Pilot.

e (7) (Add) Unit Commanders will determine the need for any new Check Pilot to serve within their unit. In turn, this need will be coordinated with their Group Commander and Group Stan/Eval Officer. Collectively, they will be responsible for selecting the best prospective Check Pilot candidate whom they deem to be current, qualified and willing to do the job. Once a candidate has been selected, it will be the responsibility of the Group Stan/Eval Officer to see the candidate is properly trained. Training and selection will be in accordance with Attachment 2.

f (7) (Add) All candidates for initial appointment or **reinstatement** as a CADET ORIENTATION FLIGHT (COF) Pilot will present the following to the check pilot prior to the start of their CAPF 5 or CAPF 5G evaluation:

- (a) A request for evaluation from their unit commander stating the individual meets the requirements of CAPR 60-1, Para 3-2f. The request will confirm that the individual has been trained, by a current CAP Instructor or Check Pilot, on presenting the syllabi contained in CAPP 52-7 and has demonstrated knowledge of CAPP 52-7, CAPR 60-1, CAPR 52-16, Para 4-2 pertaining to Cadet Orientation Flights, and if seeking ROTC privilege the current Air Force Memorandum of Agreement for the AFROTC/AFJROTC Flight Orientation Program.
- (b) Certificate of satisfactory completion of the online exam for COF Powered, Powered ROTC, or Glider as appropriate to the privilege sought.
- (c) A current copy of each CAPP 52-7 Flight Syllabus appropriate to the COF Pilot privileges sought, and if appropriate a copy of the current AFROTC/AFJROTC Flight Orientation Program Flight Syllabus.

f (8) (Add) Pilots seeking to renew COF privileges must show the check pilot proof of having conducted at least one COF in the **previous** 12 months and a certificate of satisfactory completion of the appropriate COF Pilot online exam within the previous 90 days. Failure to conduct a minimum of one COF in the **previous** 12 months will result in cancellation of COF privileges, and require reapplication IAW Para 3-2f(7) above.

f (9) (Add) Pilots seeking to add COF privileges to a current CAPF 5 must complete a new CAPF 5 check ride and comply with paragraph 3-2f(7) above.

10. Para 3-4. Pilot-in-Command Requirements

a. General

(5) (Add) A pilot not **meeting the recent experience requirements of FAR 61.57(a) (1), (i and ii, day) or FAR 61.57(b), (1), (i and ii, night)** may not fly solo in a CAP corporate aircraft. They may regain currency using a CAP corporate aircraft only with a designated CAP check pilot or designated CAP Instructor Pilot, who shall approve their return to flight status with a logbook entry.

11. Para 3-5. CAPF 5 Flight Checks.

j. (Add) Any CAP pilot, not assigned to AZ Wing, who visits or resides in Arizona on a temporary basis, must have their Ops Quals pilot information verified current by AZ Wing/DOV prior to flying as PIC in an AZ Wing aircraft. The visiting pilot must also complete a local procedures familiarization flight with an AZ Wing Check pilot prior to flight as PIC in an AZ Wing corporate aircraft. Visiting mission pilots must complete a familiarization flight with an AZ Wing Mission Check Pilot prior to acting as PIC on a flight requiring a mission pilot. Both flights may be combined into one if the check pilot is also a mission check pilot. The Wing Commander or his/her designee may grant a written waiver to these requirements. For purposes of this section, the Wing Director of Operations is designated as the waiver authority.

(k) (Add) Mountain Check Out. Arizona Wing pilots are required to complete a Mountain Checkout from a Check Pilot prior to any unsupervised flying in mountainous terrain. For the purposes of this paragraph, mountainous terrain is defined as all terrain above 6500 feet MSL within 5 nm of the proposed route of flight. Any Mountain Flying Course given by any CAP Wing in Southwest Region, Rocky Mountain Region, Pacific Region, or other AZ Wing approved course meets the mountain flying checkout requirement.

12. Para 3-8. Proficiency Flying.

(Add) Personnel designated to make entries in WMIRS will ensure ALL required fields, including the **PIC's CAPID** are completed on ALL flights. If the CAPID field is unavailable, the CAPID will be included in the Objective field entry **along with gallons of fuel and quarts of oil.**

13. Para 4-5. Flight Release Officer Qualifications

e. (Add) **Currently Authorized Flight Release Officers (FROs) shall re-take the online National FRO course prior to the start of each Fiscal Year (FY) starting with FY 2009 as part of continuation training program and to remain qualified.**

14. Para 4-6. Flight Release Officer Responsibilities and Procedures

c. (Add) **If no flights were released by an FRO during the month, a negative report must be submitted. Unit FROs will submit CAPF 99s to their Operations Officer for compilation of the Monthly Flight Activities Report (AWF 780). FROs who do not make timely and correct submission of their CAPF 99 may be removed from the approved authorization list.**

d. (Add) Flight Release Officers (FRO) may release only those aircraft assigned to their respective units. Group level FROs may release aircraft assigned to units within their Group. This does not affect the provisions of para 4-2 with regard to AFAMs.

15. Para 4-9. Flight Release: Commander's and Pilot's Responsibilities

a. Unit Commanders

(1) (Add) Appointments of prospective Flight Release Officers (FRO) will be forwarded to the wing commander for approval on AWF 60. A completed copy of the approval will be returned to the unit. No prospective FROs may perform FRO duties until the AWF 60 is returned to the unit and verified in Ops Quals.

(2) (Add) New Unit Commanders of units with flight operations will accomplish the FRO training program.

b. Individual CAP Pilots. Individual CAP pilots shall:

(5) (Add) Pilots will provide the FRO with the mission purpose, proposed time of departure, and estimated time of return. They will notify the FRO of any changes exceeding two hours, or flight cancellations. Upon return, pilots will provide the actual time of departure, Hobbs meter elapsed time, aircraft maintenance status and the amount and cost of fuel. This information will be provided to the FRO NLT two (2) hours after landing.

16. Attachment 5 – Administration of CAPF 5/5G Flight Checks

2a(3)(g). (Add) Completed Arizona Wing Pilot Data Sheet AWF 5D.

//signed//

John M. Eggen, Colonel, CAP
Commander

AZ WING ATTACHMENT 1 To CAPR 60-1

ATTACHMENT 1 – CADET ORIENTATION FLIGHT PROGRAM

A. Squadron CCs and approved Cadet Orientation pilots will be thoroughly familiar with the regulations, forms and report procedures for conducting Cadet Orientation Flights. It is the responsibility of the Group and Squadron CCs that their pilots are trained, regulations are followed, correct forms are used and funded orientation flight reports are correct and processed in the specified time limits.

B. Cadet Orientation Flights are covered in CAPR 52-16 and CAPR 173-3. The CAPP 52-7, Cadet Orientation Flight Syllabus details the Glider and Powered Flight procedures. The five (5) front seat flights are allowed only once by each cadet. Backseat flights are unlimited, but are not reimbursable. Any backseat flights are identified as "99". The Cadet will receive a CAPC 77, Certificate of First Flight, certifying their first flight, and a copy placed in the Cadet's personnel file.

C. Cadets must complete Module 1, chapter 1 and 2 of the Aerospace Dimensions text before being allowed to scheduled orientation flight #1. This milestone may be met during the normal testing process or the Cadet may listen to the audio versions of these chapters found on the Arizona Wing Operations website and then must take the knowledge quiz for that chapter. The knowledge test is maintained at the unit under the same test controls outlined in CAPF50-4. At this point they may also be scheduled for flight #2 and #3. Cadets must complete Module 2, chapter 1 and 2 before being scheduled for orientation flight #4. Cadets must complete Module 3, chapter 1 thru 3 before being scheduled for orientation flight #5. The above applies to both powered and glider flights. Squadron CC's and DCC's have the responsibility to ascertain cadets are trained and the syllabus signoff record is updated to reflect this training. Reference AWF 52-07 Signoff Record.

D. Orientation pilots must have, in their possession, a copy of the syllabus for reference, and have received and passed a CAPF 5 check ride with Cadet Orientation Endorsement. The Check pilot must assure that the pilot understands the requirements for flying cadets. An AWF 58, Cadet Orientation Pilot letter, must be submitted to Wing Headquarters annually, or as required to maintain document currency, for Wing CC approval and a copy maintained in the Pilot's Folder. Pilots not on this approved AWF 58 and the current Arizona Wing Pilot Roster will not fly cadet orientation flights.

E. Prior to the flight, the Cadet will present the pilot with a completed copy of the flight syllabus signoff record for each numbered flight or the pilot must cancel the cadet's flight. The pilot will complete the cadet's flight syllabus Signoff Record, and the person designated by the Wing Commander must record the flight in WMIRS within 72 hours of the sortie.

F. The Arizona Wing receives an allocation of funding for Orientation Flights. This is not hard currency but an expense limit for the Wing. The actual funds are received by Wing Headquarters after the AWF 7s are processed and the flight is approved at National Headquarters. All Cadet Orientation flight requests must be received by the Wing COF Administrator 24 hrs prior to the flight for approval and issuance of a flight release tracking number and flight authorization. The unit must provide estimated flying hours when requesting a flight release tracking number. This number must be shown on the AWF 7. All flights must be released by the unit FRO on a CAPF 99 IAW CAPR 60-1. Actual expenses must be reported to the flight releasing officer and Wing COF Administrator after the flight and on the AWF 7s. When the funding limit is reached orientation flights will cease until further funding is received. Flights without funding releases will be at the unit's expense.

AZ WING ATTACHMENT 2 To CAPR 60-1

ATTACHMENT 2 - STANDARDIZATION AND EVALUATION PROGRAM

A. The Standardization and Evaluation Program (Stan/Eval) is the commander's tool to validate the effectiveness of the CAP flying program, as it pertains to the CAP mission and individual pilot flying duties. The backbone of the Stan/Eval Program is the Wing and Squadron Stan/Eval officer, ensuring front-line compliance with program objectives and protection of CAP resources.

Unit Commanders will determine the need for any new Instructor Pilot or Check Pilot candidates to serve within their unit. In turn, this need will be coordinated with their Group Commander and his/her Group Stan/Eval Officer. Collectively, they will be responsible for selecting the best prospective Instructor Pilot or Check Pilot candidate who they deem to be current, qualified and willing to do the job. Once a candidate has been selected, it will be the responsibility of the Group Stan/Eval Officer to see that the candidate is properly trained. After completion of all required training and certification, the new Instructor Pilot or Check Pilot, with approval of the Wing Commander, will be placed on Wing orders. The following will be used as guidelines in the selection and training of AZ Wing CAP Instructor and Check Pilots:

1. Guidelines for Selecting/Training CAP Instructor Pilots:

a. FAA Certified Flight Instructor

- (1) Airplane Single Engine and Instrument Airplane
- (2) Minimum time as a CFI – 200 hours instruction given
- (3) Strong aviation background and good safety record as a pilot and CFI.

b. CAP Membership

- (1) Desire **and commitment** to become a CAP Instructor Pilot and willingness to do the job
- (2) Active participation in AZ Wing Flying Unit – minimum three (3) months **in AZ Wing** and six (6) months total CAP, and 20 hours as a CAP Pilot
- (3) **Current** Cadet Orientation Pilot

c. Recommendation Process

- (1) Unit Commander recommends to Group based on unit need
- (2) Approved by Group Stan/Eval Officer and Group CC
- (3) Approved/Disapproved by Wing Stan/Eval Officer

d. Training Process

- (1) Wing and Group Stan/Eval Officer will approve the Check Pilot or Instructor Pilot who will conduct the training
- (2) Wing or Group Stan/Eval Officer will oversee training
- (3) Wing Stan/Eval Officer will conduct the Instructor CAPF 5 Flight Check or appoint Asst Wing Stan/Eval Check Pilot to conduct it

e. Appointment Process

- (1) Final approval will be made by Wing CC based upon need
- (2) Wing orders will authorize approved Instructor Pilot candidates

f. Continuing Requirements

- (1) Conduct a minimum of six (6) CAP instructional flights per year
- (2) Participate in at least 50% of the group or wing Stan/Eval meetings

AZ WING ATTACHMENT 2 To CAPR 60-1

2. Guidelines for Selecting/Training CAP Check Pilots

a. FAA Certified Flight Instructor

- (1) Airplane Single Engine and Instrument Airplane
- (2) Minimum time as a CFI – 300 hours instruction given
- (3) Strong aviation background and excellent safety record as a pilot and CFI

b. CAP Membership

- (1) Desire and commitment to become a CAP Check Pilot, and willingness to do the job, through honest and professional evaluation.
- (2) Active participation in CAP Flying Unit – minimum six (6) months in AZ Wing, one (1) year total CAP, and 40 hours as a CAP Pilot (previous experience may be considered)
- (3) Current Cadet Orientation Pilot

c. Recommendation Process

- (1) Unit Commander recommends to Group based on unit needs
- (2) Approved by Group Stan/Eval Officer and Group CC
- (3) Approved/Disapproved by Wing Stan/Eval Officer

d. Training Process

- (1) Wing and Group Stan/Eval Officer will approve the Check Pilot who will conduct the training
- (2) Wing or Group Stan/Eval Officer will oversee training
- (3) Wing Stan/Eval Officer will conduct the Check Pilot CAPF 5 Flight Check

e. Appointment Process

- (1) Final approval will be made by Wing CC based upon need
- (2) Wing Orders will authorize approved Check Pilot candidates

f. Continuing Requirements

- (1) Conduct a minimum of 3 check rides per year or attend the NCPSC annually
- (2) Participate in at least 50% of the group or wing Stand/Eval meetings

B. Flight Checks are the quality assurance of a sound Stan/Eval Program. It is important for Check Pilots to administer all check flights fairly, consistently and without prejudice. The current Federal Aviation Administration (FAA) practical test standards (PTS) and all applicable CAP Regulations will be utilized in the Flight Check Program. The following will be used as guidelines in the administration of Flight Checks.

1. Administration of CAPF 5/5G Flight Checks

a. CAPR 60-1 Attachment 5 requires specific actions and steps be taken for the successful completion of a CAPF 5 flight check. These guidelines are provided to assist in the administration of CAPF 5 flight checks. Their purpose is to standardize the administration of flight checks throughout CAP, and enable all check pilots and applicants to clearly understand what is expected of them before and during a flight check.

b. All AZ Wing CAPF 5/5G Flight Checks will be conducted in accordance with CAPR 60- 1 Attachment 5. A properly completed CAPF 104, CAP-AIF TRM, weight & balance computation for the aircraft used, and takeoff and landing data computation using existing

AZ WING ATTACHMENT 2 To CAPR 60-1

conditions will be completed prior to all CAPF 5 check rides.

2. Administration of CAPF 91 Mission Flight Checks

a. CAPR 60-1 Attachment 6 requires specific actions and steps to be taken for the successful completion of a CAPF 91 mission flight check. These guidelines are provided to assist in the administration of CAPF 91 flight checks. Their purpose is to standardize the administration of mission flight checks throughout CAP, and enable mission check pilots and applicants to clearly understand what is expected of them before and during a mission flight check.

b. All AZ Wing CAPF 91 Mission Flight Checks will be conducted in accordance with CAPR 60-1 Attachment 6. Check pilots will select a grid that will adequately demonstrate the skills and judgment required to conduct mission pilot operations throughout the AZ Wing area of responsibility. A properly completed CAPF 104, CAP AIF TRM, weight & balance computation for the aircraft used, and takeoff and landing data computation using existing conditions will be completed prior to all CAPF 91 check rides.

3. Unsatisfactory Flight Checks

a. In the event a pilot applicant does not satisfactorily complete all required portions of a CAPF 5/5G, or CAPF 91 Flight Check, areas of deficiency are recorded on the applicable flight check form. This same annotated form will be presented to the check pilot for review prior to the start of a recheck Flight Check.

b. The Wing Stan/Eval Officer and Wing Commander are to be notified by email or phone within 48 hours of any CAPF 5/5G or CAPF 91 Flight Check failures. The check pilot conducting the flight check will provide a copy (by mail or electronically) of the completed unsatisfactory flight check form to the Wing Stan/Eval Officer.

c. Pilots receiving an unsatisfactory flight check must receive a minimum of one hour dual instruction with an instructor or different check pilot and receive a recommendation for a recheck. The dual instruction will encompass all areas in ground and flight that were unsatisfactory.

d. A second unsatisfactory flight check may result in a mandatory CAPF 5 check ride of the recommending instructor. The applicant and/or instructor may be suspended from all CAP flight activities in accordance with CAPR 60-1 Para 2-11. The Wing Chief, Standardization and Evaluation, will designate remedial training for reinstatement of flight status if required. There will be a minimum 15-day waiting period before the next flight check.

e. Any rechecks are to be done with the same check pilot unless that check pilot agrees to another. All elements of the flight check will be re-accomplished and recorded on a new flight check form. The comments section or bottom of the form (CAPF 91) will be annotated "Recheck from (date of unsat flight check)". A copy of the recheck flight check form will be provided (by mail or electronically) to the AZ Wing Stan/Eval Officer.

ARIZONA WING FLIGHT ACTIVITY REPORT

*** Fax copy of AWF 780, Aircraft Flight Logs and All Signed CAPF 99s to 1-888-500-9470 NLT the 8th of each month ***

FOR MONTH AND YEAR		AIRCRAFT REGISTRATION NUMBER N		AIRCRAFT TYPE		AIRCRAFT AIRPORT/HOME BASE	
TACH TIME ON NEXT 100 HOURS		DATE ANNUAL DUE			ELT BATTERY DATE		
HOBBS TIME END:				TACH TIME END:			
HOBBS TIME START:				TACH TIME START:			
HOBBS TIME TOTAL:		0.0		TACH TIME TOTAL:		0.0	
MISSION SYMBOLS	DESCRIPTION				HOBBS	TACH	
A1	AFRCC SAR missions.						
A2	AFNSEP missions.						
A3	Counterdrug actual missions.						
A4	Counterdrug training missions.						
A5	SAR/DR training/evaluation missions/CAPR 123-3 inspections (pre-approved by CAPF 10).						
A6	AFROTC orientation flights including ferry flights.						
A7	CAPF 5 & 91 evaluations, NCPSCs, flight clinics.						
A8	AFJROTC orientation flights including ferry flights.						
A15	CAP cadet orientation flights IAW program Syllabus.						
A18	Homeland Security missions.						
A20	Tow plane operations supporting CAPP 52-7 orientation flights (includes ferry/training flights).						
A99	Missions AF approved (low-level survey, courier, etc).						
A911	Missions requiring prompt action to save life/property damage.						
B8	Red Cross missions.						
B9	Maintenance flight in support of aircraft delivery and pickup (other than CMCP flights).						
B10	FEMA missions.						
B11	NOAA & NWS missions.						
B12	Mission pilot proficiency flights IAW CAPR 60-1Atch 9-1 to 9-6 & SAR/DR 60-3 training.						
B13	Support to federal/national relief agencies (AF approved MOU).						
B14	Support to state/county local agencies (approved by AF/XOH).						
B15	CAP cadet orientation flights IAW program Syllabus.						
B17	CAPF 5 & 91 evaluations/NCPSC/flight clinics under a AF mission number.						
B18	Homeland Security missions.						
B20	Tow plane operations supporting CAPP 52-7 orientation flights (includes ferry/training flights).						
B99	Other missions specifically approved by the USAF.						
C8	Air transport to/from squadron, higher official meetings.						
C9	Maintenance flights (including support flights). Prior approval by Aircraft Maintenance Officer required.						
C14	Support to state/county local agencies not AFAM approved.						
C16	Cadet flights: training, encampments, academy, IACE.						
C17	CAPF 5/91/Proficiency/training flights not AFAM.						
C18	Homeland Security missions.						
C19	Orientation flights for CAP Aerospace Education members.						
C20	Glider tow plane flights for non-USAF missions (includes ferry/training flights).						
C99	Other missions approved by CAP National, Region, Wing Commander.						
C911	Missions requiring prompt action to save lives/property damage.						
L1	USAF liaison personnel flying.						
TOTALS					0.0	0.0	
UNIT FLIGHT PAYMENT							
NOTE: Units pay for hobbs time for B12, B17, C8, C16 & C17 flights (Unit's Flight) IAW AZWG CAPR 66-1 Supplement							
AIRCRAFT RATE: \$44.00		UNIT'S FLIGHT TOTAL: 0.0 Hours \$ 0.00					
					AMOUNT DUE: \$ 0.00		
UNIT COMMANDER'S SIGNATURE			DATE:				
AIRCRAFT OUT OF SERVICE FOR THE FOLLOWING PERIOD(S)							
NUMBER OF DAYS	CATEGORY			DATES	MISSION SYMBOL		

Items highlighted in yellow indicate changes from previous version.

ARIZONA WING PILOT DATA SHEET

DATE:

PILOT CONTACT INFORMATION										
PILOT'S NAME				GRADE		CAP ID		UNIT SWR-AZ-		
ADDRESS				CITY			STATE		ZIP (+4 IF KNOWN)	
HOME PHONE			WORK PHONE Ext.			MOBILE PHONE				
PAGER Pin (If Require)			FAX			eMAIL				
MEMBERSHIP EXPIRATION		EMERGENCY CONTACT NAME					RELATIONSHIP			
		HOME		WORK Ext.		OTHER PHONE				
PILOT CERTIFICATES AND CURRENCY										
CERTIFICATE NUMBER			CERTIFICATE TYPE <input type="checkbox"/> PVT <input type="checkbox"/> COM <input type="checkbox"/> ATP				INSTRUMENT RATING <input type="checkbox"/> Yes <input type="checkbox"/> No			
FLIGHT INSTRUCTOR CERTIFICATES <input type="checkbox"/> CFI <input type="checkbox"/> CFII <input type="checkbox"/> CFGI				FAA AVIATION SAFETY COUNCILOR <input type="checkbox"/> Yes – Since: <input type="checkbox"/> No						
DATE OF LAST FAA FLIGHT REVIEW		FAA WINGS PARTICIPANT <input type="checkbox"/> Yes <input type="checkbox"/> No		IF YES, LAST PHASE COMPLETED:		CLASS OF MEDICAL		DATE OF MEDICAL		
LAST CAPF 5 DATE		LAST CAPF 91 DATE		CAPF 5 FOR NIGHT ORIENTATION DATE		NIGHT CURRENT <input type="checkbox"/> Yes <input type="checkbox"/> No		CAPF 5 FOR INSTRUMENT FLIGHT DATE: <input type="checkbox"/> Yes <input type="checkbox"/> No		
PILOT LOG TIME										
	TOTAL	CROSS COUNTRY	NIGHT	INSTRUMENT	TAKE OFF/LANDINGS	GLIDER FLIGHTS				
TOTAL										
LAST 30 DAYS										
LAST 90 DAYS										
CORPORATE AIRCRAFT CHECKRIDES & COCKPIT CHECKOUTS										
AIRCRAFT	DATE & CHECK PILOT		AIRCRAFT	DATE & CHECK PILOT		AIRCRAFT	DATE & CHECK PILOT			
N6268N C-182			N9456X C-182			N5367X U206G				
N655CP C-182T			N9460X C-182			N7360C U206G				
N882CP C-182T			N9517H C-182							
N9431X C-182			N95857 C-182							
N9438X C-182			N9890E C-182							
PRIVATE AIRCRAFT OWNER'S INFORMATION										
MAKE		MODEL		N NUMBER		12" REGISTRATION NUMBER? <input type="checkbox"/>		Color		
DOES YOUR AIRCRAFT HAVE:		GPS <input type="checkbox"/> LORAN <input type="checkbox"/>		CAP FM RADIO <input type="checkbox"/> Yes <input type="checkbox"/> No IF YES, HAND HELD <input type="checkbox"/> OR MOUNTED <input type="checkbox"/>		DF EQUIPMENT <input type="checkbox"/> Yes <input type="checkbox"/> No		SURVIVAL EQUIPMENT <input type="checkbox"/> Yes <input type="checkbox"/> No		
CHECK THE TYPES OF CAP FLYING DONE IN THIS AIRCRAFT:		PROFICIENCY <input type="checkbox"/>		ACTUAL SAR <input type="checkbox"/>		STATE SUPPORTED MISSION <input type="checkbox"/>				
		MISSION PILOT PROFICIENCY <input type="checkbox"/>		PRACTICE SAR <input type="checkbox"/>		OTHER (SPECIFY) <input type="checkbox"/>				
		CADET ORIENTATION <input type="checkbox"/>		COUNTER DRUG <input type="checkbox"/>						
PILOT'S SIGNATURE: _____ DATE: _____										

INSTRUCTIONS: Complete for each checkride. Submit the original to AZWG/DOV with the CAPF 5 and copies of your pilot documents.